

PORTLAND FREIGHT COMMITTEE NOTES

Meeting No. 228

WHEN: Thursday, October 6th, 2022 @ 7:30 AM

WHERE: Virtual Zoom/ Meeting



Please click this URL to join:

<https://zoom.us/j/97499103224?pwd=Y3RxeGJpTEZYREcvVIFGeStZL1hnZz09>

Password: 101442

Time:

Topic:

Lead:

7:30 AM

**Welcome and Zoom Meeting Protocol:
Minutes approved.**

Gabriela Giron / Mark Lear

Jana Jarvis / All

7:35 AM

Hot Topics, Points of Interest

- The 2040Freight team will provide an update at the November meeting on how the feedback received during the 2040Freight workshop has been integrated. Also, the team will gather additional feedback from the PFC members.
- Tim Collins (Metro) will present the Commodity movement study model results in December instead of November to provide additional time in the November agenda for the 2040Freight team.

7:55 AM

**What's Keeping Motor Carriers from Purchasing
Non-Diesel-Powered Trucks or Using Renewable
Diesel?**

**Sorin Garber,
Keith Wilson**

Sorin Garber's presentation focused on the adoption of electric vehicles in the freight industry:

- o Heavy-duty trucks represent only 5% of the fleet but generate about 1/4 of all transportation-related Green House Gases (GHG) emissions.
- o PGE has a total fleet cost of ownership tool that help calculate fuel savings and the environmental impact of using electricity as a transportation fuel. It incorporates the vehicle type, the number of vehicles, the miles driven per day and week, the EV charge type, the rebates, and the vehicles on charge.
- o The current expectation is that the existing and future financial savings and regulations will encourage the purchase of electric trucks, and the cost of electric trucks will come down.
- o One of the significant barriers to adoption is that trucks need to be available in the market.

Keith Wilson's presentation focused on using renewable diesel in Titan Freight fleet:

- o We are still decades away before the electrification of heavy vehicles takes place in any significant manner. Therefore, renewable diesel can provide a "bridge fuel solution" that can significantly reduce greenhouse gas emissions produced by medium- and heavy-duty trucks.
- o It is just like conventional diesel that can be pumped and does not require equipment change or significant financial investment. However, it produces 60% less GHG emissions

and black carbon (i.e., particulate matter emission) than petroleum.

- Renewable diesel costs are similar to petroleum diesel and have the potential to reduce maintenance costs and operational performance substantially. It requires fewer oil changes and less exhaust system maintenance.

8:15 AM TCore project

**Irene Ng (Port of
Portland)**

- The TCore project is about reconstructing the central terminal at PDX, one of Oregon's most significant public works projects.
- PDX goal is to use 50% less energy as PDX nearly doubled the size of their terminal, which is based on bringing in the daylight, and a more robust exterior facade, so fewer mechanical loads.
- 90% of all the roof's wood is sustainably harvested. The wood comes from Oregon and Washington, including small family forests and mills, tribal nations, and community forests. The finished pieces will fit together to form one of the most significant sustainable timber projects in recent history.
- The project timeline includes the roof installation in 2022. Then, the build-out of the interior spaces in 2023. The new main terminal expansion will open in 2024, and the project completion by 2025.

8:40 AM Forward Together Plan

Grant O'Connell (TriMet)

- The Covid-19 pandemic has changed the way people commute. There have been changes in demand, goals, expectations, and resources available to support bus operations. Therefore, TriMet is evaluating how the bus network should respond to this change.
- TriMet has the resources to restore and expand service. However, the staffing shortage means TriMet cannot deploy all those resources today. How quickly this happens will depend on the recruiting and operators' retention success.
- The Covid-19 pandemic has changed the way people commute. There have been changes in demand, goals, expectations, and resources available to support bus operations. Therefore, TriMet is evaluating how the bus network should respond to this change.
- An initial survey was conducted in the spring of 2022. Based on feedback from 5,500 riders, stakeholders, and community members, the agency developed a draft service concept focusing on:
 - maximizing ridership,
 - making good use of public dollars,
 - reducing traffic congestion, and
 - improving connection to destinations for people with lower income with disability and racial and ethnic groups.
- The draft proposes to:
 - Expand the Frequent Service bus network (buses every 15 minutes throughout the day).
 - Extend bus service to new areas and expand weekend service.
 - Add more local bus services running every 30 minutes.
 - Add new bus lines serving areas that are currently far from transit today.

9:00 AM ACCESS Shuttle

**Eve Nilenders
(Multnomah County),
April Bertelsen (PBOT)**

- Eve Nilenders (Multnomah County) shared about the recently launched free ACCESS shuttle. This effort recognizes the importance of transit connectivity to industrial areas, distribution jobs, and freight districts. This shuttle connects jobs in the industrial area south of Portland Airport and north of Columbia Boulevard. Prior to launching, there was no transit service available in the Alderwood-Cornfoot-Columbia area.
- The ACCESS shuttle is the latest shuttle developed by the County in parentship with the City of Portland and the Port of Portland. This is one of three job connector shuttles in the area that the County is managing.
- The shuttle is up and running. However, the County still wants to spend time promoting it, especially in Spanish-language materials, to reach residents of Cully who may need to be aware of the shuttle. Additionally, the County would like to expand the service by increasing the service span or adding weekend service.
- Eve asked two requests to the committee:
 - a. spread the word about ACCESS, and
 - b. support for service expansion through the HB2017 Regional Coordination program.

9:20 AM Public Comments

- Sarah Iannarone, Executive Director of the Street Trust, expressed her condolence about the tragic traffic accident at 26th and Powell. She insisted on the importance of actions that help us prevent incidents like these in the future. She urged collaboration from the different sectors in promoting safe infrastructure for streets initially designed to have a free flow of motor vehicle traffic but are now the heart of our neighborhoods in urban areas. Sarah also highlighted the importance of mode separation and the need to develop better and innovative solutions that would serve both the freight and bicyclist communities.
- Kiel Johnson, the chair of Bike Loud PDX, shared that the bike community is upset about the tragedy on 26th Ave. He also urged for action and collaboration to develop safety solutions to prevent events like this one once again.
- William Hollandsworth, a Bike Loud PDX member, conveyed the need to improve the region's safety infrastructure for pedestrians and bicyclists; and address mode conflict between them, transit, and freight.
- Michelle Sprague talked about the need to implement daylighting the Clinton Neighborhood intersections to improve safety for the freight movement in the residential area.

9:30 AM Adjourn

Questions about this agenda or other questions about the Portland Freight Committee please contact:

- Gabriela Giron Valderrama, Gabriela.GironValderrama@PortlandOregon.gov
- Also, visit the Portland Freight Committee website at:
<https://www.portland.gov/transportation/freightcommiteee>